THE OLD STORY.

I was a woman, and I'd a heart. And I raved of love and of constancy, And he saw the tears to my eyelids start, For he was the world to me!

He whispered low when the spring-time flew, Of the sangled paths in wolch men stray, And around me all his arms he threw, His eyes were on Bre that day.

We parted: yes, but I clung to him,

And I put up my lips to be kissed again; But the laughing eyes of the heav'n grew dim. And were swollen black with rain. They came to me when my love was gone And said he was poor and toiled for bread; They talk'd o' ruin and tears alone,

And my heart was dull as lead. And then they laid their bribe at my feet, 'Twas the same old rale that is often told; They piny'd on the strings of my heart's con-

And dazzled my eyes with gold, I sold myself to a loveless thing, And I walk'd to the altar and there I lied; For my heart was away with the primrose

And I by my husband's side. And now you ask me what of the lie? Pve paid full dear for my girlish greed: Twere better, I think, for a woman to die, Than to live the life I lead.

I am alone, but still I can sing, And pray for the ruin of Winter's rain, For the scent of the primrose-crown of Spring Will return to me again.

LOVE, COURTSHIP, AND MARRIAGE.

LECTURE BY THE REV. D. H. MILLER, DELIVERED LAST EVENING AT THE NORTH BAPTIST CHURCH,

CAMDEN, N. J. Last evening the North Baptist Church, Second and Pearl streets, was filled with a very select and intelligent audience, to listen to the first of a course of lectures given under the auspices of this church. The one delivered last evening was by Rev. D. Henry Miller, and was replete with happy hits, which were appreciated by the audience in frequent bursts of laughter or applause, according to

The lecturer was introduced by Mr. Goldsmith. He spoke substantially as follows:-It is no laughing matter to be in love-love such as the unmarried talk about. Love is a mystery so great that no human power can give its origin. It is so deep that the soundings are beyond the reach of all. It is a height so high that tens of thousands have grown dizzy in their attempt to fly 10 its summit, and have fallen the victims of love-love hopeless, love deceitful.

Men, and women are in love, and, not satisfied with being so, they love each other. You might as well attempt to live without air and light as to place a fetter upon love, or a parrier around the lovers in every community. It is of all affections the most impertinent, as it is the most determined. It breaks through the conventional rules of society and through the well-regulated community. It laughs at bars and bolts, parental restraint, legal decisions, at the saddest prespects and the most forbidding saddest prospects and the most forbidding clouds, and with the violence of untamed fury it dashes onward to the full enjoyment of that paradise pictured in fancy. Love acting the part of a magnet, there is no such thing as keeping the lovers separate.

Love is a universal passion. We have various kinds of love. Such as love of self and kindred and character and possession, but the love of the sexes is a universal love. These other kinds of love are limited, but there is no limit to man's love for a beautiful woman, or for a woman's love for a true man. It is a dangerous thing to fall in love at first sight. We have an instance in the case of one of the ancient writers, who fell in love with a beautiful woman at first sight, but was very much chagrined when he was informed that she was another

man's wife.
All is not love that is called so. It is clothed well, it looks well; but it lacks the heart to give it the sound of the genuine metal. Love must have time to grow and strengthen. It is the most sensitive of plants. It will not do to neglect it. It is the stepping-stone to future enjoyment. The following toast is very expressive:—"The ladies! their eyes kindle the only flame against which there is no insurance. Deception in courtship is expected. A young man visits a young lady. She lisps out—"I am glad to see you," while at the same time she wonders what in the world brought him there, and how long he is going to stay, as she expects a visit from Mr. Tompkins, of around the corner.

A woman can deceive a man easily. The young ladies of modern times may be well versed in physiology, and phrenology and psychology, but they are -at least a great many of them-ignorant of cookology, bakeology, and housekeepingology, by far the most

Affection is too sacred a thing to be trifled with. It is too holy for base deception. It is said that man's love is like the morning-glory, peautifully bright for one hour, and shrivelled up, if not dead, the next. If I were to describe courtship, I would say it was that period between the attachment of affection and the perfection of that attachment. The object of courtship is to pave the way for marriage. Courtship is a personal affair, and should be attended to personally.

A courtship resulting from honest love will make a happy marriage. It will fill the house with music. Fidelity should be maintained at all times. The fickle or inconstant lover, or inconstant lady, will, in all probability, make a nckle husband or inconstant wife. Marriage was the first ordinance of Heaven, and was instituted for the happiness of the race. word in our language carries along with it so many interesting associations as that of "wife?" Around that word are concentrated all true ideas of earthly bliss. It is at once expressive of the dearest and most sacred relations that can exist on earth.

Bachelors are less worthy of sympathy than the old maids. The happiest marriages on record are those between parties who started with a good stock of affection, and an earnest

desire to help each other.
Contentment is what is needed. A gentleman in New York had despatched one of his emman in a Western town with a view to find out his mode of living. The employee arrived at the other's store and inquired for his residence. He was informed it was back of the store. He approached that portion of the building and observed the man and his wife seated opposite each other, with a napkin spread across their laps—a substitute for a table—while they were laps—a substitute for a table—white they were eating their breakfast. When he returned to New York he told his senior "if he had the legs to a table which his friend had, he would not take \$10,000 for them." (Laughter.)

The lecturer continued at some length, and

was frequently interrupted with applause,

The Public School Fund in Camden. To the Editor of The Evening Telegraph :-CAMBEN, N. J., March 8.-I learn that there has been and is an effort made to get the Board

of Education of the city of Camden to make separate appropriations for the Catholic Church, so that the said Church can have schools sepaso that the said Church can have schools separate from the public schools, common to all in the city of Camden. Now, sir, I can see no good which can result from this proceeding, except to discriminate in favor of increased power to the Catholic Church. All sectarian doctrines are forbidden by law to be taught in common schools. It is well known that a doctrines are forbidden by law to be taught in our common schools. It is well known, that as a class, the communicatis of the Catholic Church have not been earnestly in favor of the war for human rights. I warn your readers against the danger of our School Board giving against the danger of Scaol Board away unusual privileges to any denomination of our people, whether Presbyterian, Methodist, Baptist, or Catholic.

Yours, truly,

Justice.

FINANCIAL.

PENNSYLVANIA STATE LOAN.

PROPOSALS FOR A LOAN

\$23,000,000.

AN ACT TO CREATE A LOAN FOR THE REDEMPTION OF THE OVERDUE BONDS OF THE COMMONWEALTH.

Whereas, The bonds of the Commonwealth and certain certificates of indebtedness, amounting to TWENTY-THREE MILLIONS OF DOLLARS, have been overdue and unpaid for some time past;

And whereas, It is desirable that the same should be paid, and withdrawn from the market;

therefore, Section 1. Be it enacted by the Benate and House Section 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by 've authority of the same, That the Governor, Auditor-General, and State Treasurer be, and are hereby, authorized and empowered to borrow, on the faith of the Commonwealth, in such amounts and with such notice (not less than forty days) as they may deem most expedient for the interest of the State, twenty-three millions of dollars, and issue certificates of loan or bonds of the Commonwealth for the same, bearing interest at a rate not exceeding six per centum per annum. rate not exceeding six per centum per annum, payable semi-annually, on the 1st of February and 1st of August, in the city of Philadelphia; which certificates of loan or bonds shall not be which certificates of loan or bonds shall not be subject to any taxation whatever, for State, municipal, or local purposes, and shall be payable as follows, namely:—Five millions of dollars payable at any time after five years, and within ten years; eight millions of dollars payable at any time after ten years, and within fifteen years; and ten millions of dollars at any time after fifteen years, and within twenty-five years; and shall be signed by the Governor and State Treasurer, and countersigned by the Auditor-General, and registered in the books of the Auditor-General, and to be transferable on the books of the Commonwealth, at the Farmers' and Mechanics' National Bank of Philadelphia; the proceeds of the whole of which; loan, including premiums, etcelera, received on the same, shall be applied to the payment of the bonds and certificates of indebtedness of the Commonwealth.

Section 2. The bids for the said loan shall be opened in the presence of the Governor, Audi-

opened in the presence of the Governor, Auditor-General, and State Treasurer, and awarded to the highest bidder: Provided, That no certifi-

cate hereby authorized to be issued shall be negotiated for less than its par value. Section 3. The bonds of the State and certificates of indebtedness, now overdue, shall be receivable in payment of the said loan, under such regulations as the Governor, Auditor-General, and State Transport may presently General, and State Treasurer may prescribe; and every bidder for the loan now authorized to be issued, shall state in his bid whether the same is payable in each or in the bonds, or certificates of indebtedness of the Common-

Section 4. That all trustees, executors, admin-Section 4. That all trustees, executors, administrators, guardians, agents, treasurers, committees, or other persons, holding, in a fiduciary capacity, bonds or certificates of indebtedness of the State or moneys, are hereby authorized to bid for the loan hereby authorized to be issued, and to surrender the bonds or certificates of loan held by them at the time of making such bid, and to receive the bonds authorized to be issued by this act.

Section 5. Any person or persons standing in the fiduciary capacity stated in the fourth section of this act, who may desire to invest money in their hands for the benefit of the trust, may, without any order of court, invest the same in the bonds authorized to be issued by this act, at a rate of premium not exceed-

by this act, at a rate of premium not exceed-ing twenty per centum.

Section 6. That from and after the passage of

section 6. That from and after the passage of this act, all the bonds of this Commonwealth shall be paid off in the order of their maturity. Section 7. That all loans of this Commonwealth, not yet due, shall be exempt from State, municipal, or local taxation, after the interest due February 1st, one thousand eight hundred and sixty-seven, shall have been read. Section 8. That all existing laws, or portions thereof, inconsistent herewith, are hereby re-

JOHN P. GLASS, Speaker of the House of Representatives.
L. W. HALL,
Speaker of the Senate.

Speaker of the Senate,
Approved the second day of February, one
thousand eight hundred and sixty-seven.

JOHN W. GEARY.
In accordance with the provisions of the
above act of Assembly, sealed proposals will
be received at the Office of the State Treasurer
in the city of Harrisburg, Pennsylvania, until
12 o'clock M., of the 1st day of April, A. D. 1867,
to be endorsed as follows:—"Proposals for Pennsylvania State Loan," Treasury Department,
Harrisburg, Pennsylvania. United States of
America.

America.

Bids will be received for \$5,000,000, reimbursable in five years and payable in ten years; \$8,000,000, reimbursable in ten years, and payable in fifteen years; and \$10,000,000, reimbursable in fifteen years and payable in twenty-five years. The rate of interest to be either five or six per cent. per annum, which must be explicitly stated in the bid, and the bids most advantageous to the State will be accepted. No bid for less than par will be considered. The bonds will be issued in sums of \$50, and such higher sums as desired by the loaners, to be free from State, local, and municipal taxes. The overdue bonds of the Commonwealth of

Pennsylvania will be received at par in payment of this loan, but bidders must state whether they intend to pay in cash or in the everdue loans aforesaid. No distinction will be made between bidders paying in cash or overque loans.

JOHN W. GEARY, Governor of Pennsylvania. JOHN F. HARTRANFT, W. H. KEMBLE,

State Treasurer.
N. B.—No newspaper publishing the above. unless authorized, will receive pay,

3-10s.

ALL SERIES,

CONVERTED INTO

Five-Twenties of 1865, JANUARY AND JULY-

WITHOUT CHARGE.

BONDS DELIVERED IMMEDIATELY.

DE HAVEN&BROTHER.

10 2 trp1 No. 40 SOUTH THIRD St.

P. S. PETERSON & CO.,

No. 39 S. THIRD Street. GOVERNMENT SECURITIES OF ALL KINDS, AND STOCKS, BONDS, ETC.,

BOUGHT AND SOLD AT THE Philadelphia and New York Boards of Brokers. COMPOUND INTEREST NOTES WANTED:

DRAFTS ON NEW YORK Always for sale in sums to suit purchasers, [2 20 Sm

FINANCIAL. MEW SIX PER CENT.

REGISTERED LOAN

OF THE

LEHIGH COAL AND NAVIGATION CO., DUE IN 1897.

INTEREST PAYABLE QUARTERLY,

FREE OF UNITED STATES AND STATE TAXES

FOR SALE AT THE OFFICE OF THE COMPANY,

NO. 122 SOUTH SECOND STREET.

This LOAN is secured by a First Mortgage on the Company's Railroad, constructed, and to be con-structed, extending from the southern boundary of the borough of Mauch Chunk to the Delaware River at Easton; including their bridge across the said river now in process of construction, together with all the Company's rights, liberties, and franchises appertaining to the said Hallroad and Bridge. Copies of the mortgage may be had on application at the Office of the Company.

SOLOMON SHEPHERD, TREASURER.

BANKING HOUSE

OF JAY COOKE & O.

112 and 114 So. THIRD ST. PHILAD'A.

Dealers in all Government Securities OLD 5-20s WANTED

IN EXCHANGE FOR NEW.

A LIBERAL DIFFERENCE ALLOWED.

Compound Interest Notes Wanted, INTEREST ALLOWED ON DEPOSITS.

Collections made, Stocks bought and sold on Commission. Special business accommodations reserved for 12 24 8m4p

AUGUST

SEVEN THIRTY NOTES.

CONVERTED WITHOUT CHARGE

INTO THE

NEW FIVE-TWENTY GOLD INTEREST

Large Bonds delivered at once. Small Bonds furnished as soon as received from Washington.

JAY COOKE & CO.,

No. 114 S. THIRD STREET.

7 3'10s .- SEVEN - THIRTY NOTES CONVERTED WITHOUT CHARGE INTO THE NEW

5-20s.

BONDS DELIVERED AT ONCE.

COMPOUND INTEREST NOTES wanted at highest market rates.

WM. PAINTER & CO., NO. 36 SOUTH THIRD ST.

SMITH, RANDOLPH & CO. Bankers,

16 Fo. 3d St., | 3 Nassau St., Philada. New York. Dealets in M. F. Fecutities and Foteign Exchange, and members of Fick and Gold Exchanges in both cities. Accounts of Banks and Bankets received on liketar

teims. U.S. Bonds a Specialty.

CIRST-CLASS SEVEN PER CENT. BONDS

North Missouri First Mortgage Seven Per Cent. Bonds for sale at

85.

All information cheerfully given.

JAY COOKE & CO.. BANKERS,

No. 114 South THIRD St. NATIONAL

BANK OF THE REPUBLIC Nos. 809 and 811 CHESNUT Street. PHILADELPHIA.

CAPITAL, \$500,000-FULL PAID. DIRECTORS Jos. T. Bailey, William Ervien, Sam'l A. Bispham, Edw. B. Orne. Osgood Weish, Fred. A. Hoyt, Nathan Hilles. B. Bowland, Jr., Wm. H. Rhawn,

PRESIDENT. WILLIAM H. RHAWN.

CASHIER,

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HARD RUBBER ARTIFICIAL HARD RUBBER ARTIFICIAL.
LIMBS, Arms, Legs, Appliances for Deformity, etc. etc. These Limbs are transferred from life in form and fit; are the lightest, most durable, comfortable, perfect, and artistic substitutes yet invented. They are approved and adopted by the United States Government and our principal Surgeon Patented August 18, 1863; May 2, 1895; May 1, 188 Address No. 639 ARCH Street, Philadelphia. Pamphlets free. Pamphlets free.

RAILROAD LINES.

EADING RAILROAD GREAT THUNK LINE FROM PHILADELPHIA.
TO THE INTERIOR OF PENNSYLVANIA,
THE SCHUYLKILL, SUSQUEHANNA,
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTHWEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:
MORNING ACCOMMODATION,
At 7:90 A. M., for Resding and all intermediate Stalions.

tions.

Heinrning, leaves Reading at 6:30 P M. Arrivesta Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 8:15 A.M. for Heading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua Sunburg, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Alientown, Wilkenbarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c. Hagerstown, &c.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawiss Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susgebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Valley, and Schuylkill and Susquebanna trains for Northumberland. Williamsport York, Chambersburg. Pinegrove, & AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M. for Reading, Postsylije, Harrisburg, &C., consecting with Reading and Columbia Railroad trains for Columbia, &C.

READING ACCOMMODATION

Leaves Reading at \$:30 A. M., stopping at all way stations; arrives in Philadelphia at 4:30 P. M.; arrives in Reading at 7:36 P. M.

Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottaville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 7:10 P. M., and Pottaville at 2:45 P. M. arriving in Philadelphia at 4:30 P. M. arriving in Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at \$:30 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 0:45 P. M.

Market train, with a pussenger car attached, leaves Philadelphia at 12:45 poon, for Reading and all way stations, leaves Reading at 17:38, and Downingtown at 12:38 P. M., for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted. Sunday trains leave Pottaville at 8 A. M., and Philadelphia at 3:15 P.M. Leaves Philadelphia for Reading at 4:25 P. M., The Resember of Downingtown and Intermediate points take the 7:30 and 8:15 A. M. and 4:20 P. M. Trains

Passengers for Downingtown and intermediate points take the 730 and 815 A.M. and 473 P.M. trains from Philadelphia, returning from Downingtown at A.M. and 1230 noon.

from Philadelphia, returning from Downingtown at 7 A. M. and 1750 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., passing Reading at 105 and 1153 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Wellamsport, Eimira, Baltimore, &c. Heturning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 975 A. M., and 975 P. M., passing Reading at 449 and 1051 A. M. and 1150 P. M., and arriving at New York at 10 A. M. and 245 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 270 P. M. Mail train for Harrisburg leaves New York at 12 noon. at 12:100n.
SCHUYLKILL VALLEY RAILBOAD.
Trains leave Pottsyille at 7 and 11:20 A. M., and 7:11
P. M., returning from Tamaqua at 7:36 A. M. and 1:40 BUHUYLKILL AND SUSQUEHANNA RAILROAD

St. HUYLKILL AND SUSQUEHANNA RAILROAD
Trains leave Auburn at 750 A. M., for Pinegrove and
Harrisburg, and at 150 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 220 P. M., and
from Tremont at 725 A. M., and 625 P. M.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
tanadas. llowing tickets are obtainable only at the o of S. BRADFORD, Treasurer, No. 22 S. FOURTH Street, Philadelphia, or of G. A. NICOLIS, General Superintendent, Reading, Superintendent, Reading,

At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS,

For three, six, nine or twelve months, for holders only, to all points, at reduced rates.

CLERGY MEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

Physicals: had only at the Ticket office, at Thirteenth and Callowhill streets.

PREIGHT,
Goods of all descriptions forwarded to all the above
points from the Company's new freight depot, Broad
and Willow streets.

Leave Philadelphia daily at 5:30 A. M., 12:45 moon,
and 6 P. M. for Resding, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places
on the road-ang its transfers at 5 A. M., and for the

on the road and its tranches, at 5 A. M., and for the principal stations only at 215 P. M. NOTTE PENNSYLVANIA RAILROAD,-

Other Pennsylvania Railroad,—
The Mildle Router,—shortest and most of set one to be schiebem. A lentown Manca chank, 8 az eton white haven. Wheebarre, Mahanoy City, and all points he the lenigh and W coming coal regions. Passenger Depot in I thindelphia, 8, W corner of Belks and As ERICAN Streets.

Winter a Real-Gement.

NIN. DAILY TRAINS.
On and siter (UESDA), January I. 1867, Passenge trains leave the New 1 clot corner beeks and american a tects, cally (sundays excepted, as 60, waterast 1 to 1, cally (sundays excepted, as 60, waterast 1 and frincipa. Stations of North Pennsylvania Railroad for alleatown. Catasanqua. Stations manch chunk weatherly, Jeanesynie, that close more dientown. Catasanqua, Stations, Manch chunk weatherly, Jeanesynie, that close and all points in Lehiph and Myoming valueys; mass, in concection with itelism and Mannahoy cantroad for animator ity, and with Catawissa hal road for anipert, Danville Milton, and Wilkesbarre. Kingston Pitslon and all points in Lehiph and Myoming valueys; mass, in concection with itelism and Mannahoy cantroad for anipert, Danville Milton, and Wilkesbarre at 3 P. M. at Mahanoy (fit at 2 P. M., at Wilkesbarre at 3 P. M. at Mahanoy (fit at 2 P. M., at Wilkesbarre by this train can tak the Lebigh Valley train cassing Fethichem at 12 ab P. M. or a aston and points on New Jersey Central dailroad to New Yors.

At 9 A. M. Accommodation for Doylestown stopping at all intermediate stations. Passengers for Willow Grove Institut of Nork road.

At 10 15 A. — Accommodation for Doylestown, stopping at milernediate stations. Trassengers take State at 1, oy estown for ew ope.

At 3 48 P. M. — Accommodation for Doylestown, stopping at milernediate stations. Trassengers take State at 1, oy estown for ew ope.

At 3 48 P. M. — Accommodation for Doylestown stopping at all intermediates antions. Trassengers for Willow Charles and Charles and

ion; for Lumb rville at Doylestown.
At 529 P. M.-Through accommodation, for Bethie

on; for Lund Fyline at Doylestown.

At 5 29 P. M.—Through accommodation, for Bethiehem and all stations on main line of Sorth Pennsylvania Rai goad copiec into at Bethiehem with Lehigh Vailey Evening Train for Allentown, Mauen Chunk, etc.

At 5 20 P. M.—Accommodation for Fort Washington tail into insecting stations.

At 11 20 P. M.—Accommodation, for Fort Washington From Bethiehem at 915 A. M., 23 and 8 40 P. M.

2 30 P. M. train makes direct connection with Lehigh Valley trains from Easton. Wilkesbarre, Mahanoy City, and Hazieton.

Fassengers leave Wilkesbarre at 1 30 P. M. connect at bothleben at 6 15 P. M., and arrive in Philadelphia at 8 40 f. M.

From Doylestown at 8 35 A. M., 5 15, and 7 65 P. M.

From Fort Washington at 11 50 A. M., and 3 5 F. M.

On SUNDAYS.

Philadelphia for Bethiehem at 3 30 A. M.

Filiadelphia for Bethiehem at 3 30 A. M.

Bethiehem to Philadelphia at 4 F. M.

Fith and sixth streets passenger cars convey passengers or so and from the new depot.

White cars of second and Third streets line and trickets must be procured at the Ticket Office, in order to secure the lowest rates of lare.

ELLIS CLASK, Agent. Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

115

1867 .-PHILADELPHIA AND ERIE RAIL.

em and Northwest Counties of Fennayivania to the City of Erie on Lake Erie, and is the most direct route to the great oil i egions of I emissivania. It has been leased and it operated by the Fennayivania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward-Erie Mail Train, 7A. M.; Erie Express Train, 1-20 P. M.; Elmira Mail, 5 40 P. M.; Leave Westward-Erie Mail, 9 P. M.; Erie Express Train, 12 M.; Elmira Mail, 80 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10-00 A. M., Leave New York at 5-00 P. M., arrive at Erie 7-15 F. M., Leave Erie at 5-20 P. M., arrive at New York 10-10. A.M., Elegant Sieeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore, H. H. HOUSTON, General Freight Agent, Phila.

115 A. L. TYLEER, General Sup., Erie.

THE ADAMS EXPRESS COMPANY, OFFICE, THE ADAMS EAFRESS COMPANY, OFFICE, ages, Merchandles, Bank Notes, and Specie, either by its own lines, or in connection with other Express Companies, to all the principal towns and either in the United States.

JOHN BIRGHAM, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTI more Railroad, TIME TABLE, TIME TABLE,

Commencing Monday, December 24, 1864.

Trains will leave Depot, corner Broad street and Washington avenue, as follows:

Express Train at 4-15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Ekkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase 8 and Stemmer's Run.

Way-Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, Sundays excepted, for Baltimore and Stemmer FRun.

Night Express at 11 (daily) P. M. for Baltimore and deel, Perryman's, Edgewood, Magnolla Stemmer's Run.

Night Express at II (daily) P. M. for Baltimore and Washington. Connects at Witnington with Delaware B. R. Line Saturdays excepted, stopping at Middletown, Emyrna. Dover, Harrington, Seaford. Sallsbury, Princess Anne, and connecting at Crisfield with boat for Norfolk. Portamouth and the South, Passengers by boat from Baltimore for Fortree Monroe and Norfolk will take the 11-25 A. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Windington.

Leave Philadelphia at 1238, 4, 6 and 1139 (daily)

P. M. The 4P. M. train connects with the Delaware
Railroad for Milford and intermediate stations. The

6P. M. Train this to New Castle.

Leave Wilmington 715 and 839 A. M., 3 and 630
(daily) P. M.,

FROM BALTIMORE TO PHILADELPHIA.

Leave Battimore at 725 A. M. Way Mail: 935 A. M.,

Express: 170 P. M., Express: 635 P. M., Express: 825

P. M., Express: 825 Express: 170 P. M., Express: 675 P. M., Express: 876 P. M., Express. 876 P. M., Express. 876 P. M., Express. 876 P. M. Express. 876 P. M. Express: diate stations at 4 P. M.

Trains for Haltmore leave Chester at 4 2 and 2 12 A
M. and 3 38 P. M.

Trains for Baltimore leave Wilmington at 5 33 and
10 A. M., and 4 1 P. M.

SUNDAY TRAINS FROM BALTIMORS.

Leave Baltimore at 2 3 P. M., stopping at Havre-deGrace, Perryville and Wilmington. Also, stops at
Elston and Newark to take passengers for Philadelphila, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Baltimore or Washington. timore) and at Chester to leave passengers from Balti-more or Washington.

'Through Tickets to all points West South and Southwest, may be produced at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this Office can have they bacagage checked at their residence by Graham's Baggage Express.

H. F. KENNEY, Sup't. DENNSYLVANIA CENTRAL BAILBOAD.

WINTER ARRANGEMENT. The trains of the Pennsilvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Chee nut and Walnut Street Railway run within one square

nut and Walnut Street Railway run within one square of R.

On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of each train.

Mann's Baggage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 62 Chesnut street, whit receive attention.

TRAINS LEAVE DEFOT. VIZ:—

Mail Train.

Mail Train.

Mail Train.

Nos I and 2, 1000 A. M. and 11.20 P. M. Fast Line and Eric Express.

41 1200 M. Parksburg Train.

Harrisburg Accommodation.

at 230 P. M. Harrisburg and Eric Mail at 400 P. M. Philadelphin Express.

Philadelphin Express.

At 100 P. M. Plusburg and Eric Mail leaves daily, except saturday. day. Philadelphia Express leaves daily. All other trains fairy, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at 818 sengers by Mail Train go to Caritise and Cham-

change of sars, non-tel 558 P. M.

The Pennsylvania Radiroad Company will not as sume any risk for baggage, except for wearing appa-rel, and limit their responsibility to one innered dol-lars in value. All baggage exceeding that amount value will be at the risk of the owner, unless taken by Special contract.
For further information, apply to
JOHN C. ALLIEN, Ticket Agent,
No. 631 CHESNUT Street.
SAMUEL H. WALLACE,
Ticket Agent, at the Depot.
An Emigrant Train runs dan's, except Sanday. For
full particulars as to are and accommodations, apply
to
FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK, -CAMDEN AND AMBOY AND Philadelphia and Treaton Ratiroad Company's Lines, from Philadelphia to New York and Way Piaces from WALNUT Street Wharf, will leave as At 5 A. M., via Camden and Amboy, Accom. \$1.2 At 5 A. M., via Camden and Jerzey City Express. 3 O. At 2 P. M., via Camden and Amboy Express. 3 O. At 6 P. M., via Camden and Amboy Ac | Ist class. 22 Com, and Emigraph.

e 1 P. M. Murket line will leave from foot of Mar-LINES FROM KENSINGTON DEPOT Il ienve as follows:—
1 Il A, M., 426 645 P.M., and 12 P. M. (Night) via usington and Jersey City Express Lines, Fare \$206, 6 646 P. M. line will run daily. All others Sundays

At 7 m and 11 A. M., 3, 330, 430, 5, 645 P. M., and 12 Midnight, for Bristol, Treuton, &c., and at 1015 A. M. for Bristol. At 1:30 and 10:15 A. M., 3, 4:30, 5 and 12 P. M. for At 1730 and 1016 A. M., 3, 4 m, 6 and 12 P. M. for Schencks.
At 1015 A. M., 3, 5 and 12 P. M. for Eddington.
At 7730 and 1015 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdate, Holmesburg, Tacony, Bridesburg and Franklord, and at 8 P. M. for Holmesburg At 10:15 A. M., 3, 4. 5, 6, 8 and 12 P. M. for Wissine BELVIDERE DELAWARE RAILROAD. For the Delaware River Valley, Northern Pennayl-rania, and New York State, and the Great Lakes, lady, Sundays excepted, from Kensington Depot as At 720 A. M. for Niagara Falls, Buffalo, Dunkirk At 720 A. M. for Singhan Fails, Bullialo, Dungirk Canandaigus, Elmira, Ithaca, Owego, Rochester Binghaniton, Oswego, Syracuse, Great Bend, Mont Pose, Wilkesbarre, Scranton, htroudsburg, Water Gap At 720 A. M. and 320 P. M. for Belvidere, Easton Lambertville, Flemington, &c.
The 320 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Ailentown, Bethle-

Philadelphia Germantown and Nonristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1866, until fur

hent, &c.
At 5 P. M. for Lambertville and intermediate Sta-

On and after Thursday, November 1, 1868, until further notice,

FOR GERMANTOWN,

Leave Philadelphia, 5, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 34a, 345, 4, 5, 545, 540, 7, 8, 8, 10, 11, 12 P. M.

Leave Germantown, 6, 7, 756, 5, 820, 9, 10, 11, 12 A. M.

1, 2, 3, 4, 445, 6, 630, 7, 8, 8, 10, 11 P. M.

The 82n down train and 345 and 545 up trains will not stop on the Germantown branch.

ON SUNDAYS.

Leave Philadelphia at 945 A. M., 2, 7, 1045 P. M.

Leave Germantown at 845 A. M., 1, 6, 945 P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 345, 545, 9 and 11 P. M.

Leave Chesnut Hill at 740, 8, 940, 140 A. M., 146 340, 540, 640, 840 and 1040 P. M.

ON SUNDAYS.

Leave Philadelphia at 945 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540 and 9-22 P. M.

CONSUNDAYS. P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Easye Philadelphia at 6, 828, 1105 A. M., 120, 3, 426, 280, 215, 848 and 1126 P. M. Leave Norristown at 540, 7, 750, 9, 11 A. M., 120, 420, The 5-30 P. M. train will stop at School Lane, Wissa-ickon, Manayunk, Spring Mills and Conshohocker

bickon, Minayunk, Spring Mills and Conshohocker
only.

ON SUNDAYS,
Leave Philadelphia at 9 A. M., 250 and 845 P. M.
Leave Norristown at 7 A. M., 5 and 850 P. M.
FOR MANAYUNK,
Leave Philadelphia at 6, 835, 1105 A. M., 130, 3, 436,
836, 645, 805 and 1130 P. M.
Leave Manayunk at 610, 720, 820, 920, 1130 A. M. 2,
645 and 850 P. M.
Leave Philadelphia at 9 A. M., 230 and 645 P. M.
Leave Philadelphia at 9 A. M., 230 and 6 P. M.
Leave Manayunk at 730 A. M., 530 and 9 P. M.
Leave Manayunk at 730 A. M., 530 and 9 P. M.
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Leave Manayunk at 730 A. M., 530 and 9 P. M.

W EST JERSEY RAILROAD LINES, FROM W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton/Salem, Millyllie, and all intermediate stations, at \$A. M. Mail., \$30 P. M., Passenger.
For Woodbury, \$A. M., \$30 P. M., Passenger.
For Cape May, at \$30 P. M.
For Cape May, at \$30 P. M.
For Cape May, at \$30 P. M.
Bridgeton at 740 A. M. and \$40 A. M., and 454 P. M.
Bridgeton at 740 A. M. and \$50 P. M. Freight, \$30 P. M.
Salem at \$50 A. M. and \$50 P. M. Freight, \$45 P. M.
Millylle at \$55 A. M. and \$30 P. M. Freight, \$45 P. M.
Millylle at \$55 A. M. and \$30 P. M. Freight, \$45 P. M.
Millylle at \$55 A. M. and \$30 P. M. Freight, \$45 P. M.
Millylle at \$55 A. M. and \$30 P. M. Freight, \$50 P. M.
Tarreceived before 760 A. M., will go through the same day
Freight Delivery, No. 228 B. DELAWARE Avenue,

116
WILLIAM J. SEWELL, Supermendant. BAILROAD LINES.

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Cnly All-Rail Route to the South and Southwest.

VIA ORANGE AND ALEXANDRIA RAILROAD,

In connection with the

P., W., & B.: Va. & Tenn., and E. Tenu. & Va. RR The bridge at Washington having been rebuilt, cars will run through from PHILADELPHIA to LYNCH-BURG WITHOUT CHANGE.

NO WATER TRANSPORTATION, AND LESS HANDLING by this route than any other. Through Bills of Lading given to prominent South To avoid frequent changes, shippers will please

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A N N A M E S S I C R OUT B! THE SHORTEST LINE TO ALL POINTS

SOUTH AND SOUTHWEST. PASSENGERS FOR
Kingswille,
Savanuah,
Augusta,
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Montgomery,
Mobile, and Raleigh, Newbern, Charlotte, Wilmington Columbia, Charleston,

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NEW AND SHORT ANNAMESSIC ROUTE. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted) at 11 P. M.,
Arriving in Noriolk at 1 P. M. the following day.
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making close connections for all points

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For Tickets and all other information, apply at the Office of the Company. No. 629 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Pailroad, No. 528 CHESNUT Street. S. P. WILTBANK.

TREIGHT LINES FOR NEW YORK AND Connecting Railroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRAESPORTATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at a clock P. M. daily (Sundays excepted).
Freight must be delivered before the velock, to befor, warded the same day.
Returning, the above lines will leave New York at a noon, and t and 6 P. M.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freshold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lebigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawamna, and Western Railroad, forwarding to Syracuse, Buffalo and other points in Western New York.
The New Jorsey Railroad connects at Elizabeth with the New Jorsey Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.
N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortisch at the tone, as the shippers may designate at the time of shippened.

115 Ro. 226 S. DELAWARE Avenue, Philadelphia.

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STEAM TO LIVERPOOL-CALLING

TO LORDON. STEAM TO LIVERPOOL—CALLING MERCH at Queenstown,—The Inman Line, sailing the United States Mails.

(ITY OF ANTWERP (new). Saturday, March 18 KANGAROO. Wednesday, March 18 CITY OF BOSTON. Saturday, March 16 CITY OF CORK. Wednesday, March 16 CITY OF BALTIMORE. Saturday March 20 CITY OF BALTIMORE. Saturday March 22 and each succeeding Saturday and Wednesday, at noon, from Pier No. 45, North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday—
Payable in Gold. Payable in Currency.

First Cabin. \$110 Steerage. \$30

To London. \$15 To London. \$3

To Paris. \$10 London. \$3

To Paris. \$45

Passage by the Wednesday steamers.—First Cabin, \$10 Steerage, \$30. Payable in United States currency. Passengers also forwarded to Havre, Hamburg, Bremeth, etc., at moderate rates.

Steerage possage from Liverpool or Queenstown, \$37

currency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's offices.

JOHN G. DALE, Agent.

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FOR NEW YORK, — PHILA.

FOR NEW YORK. — PHILAdelphia Steam Propeller Company
const, Swiftsure Lines, via Delaware and Raritan
Canal, feaving daily at 12 M. and 5 P. M., connecting
with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to ting terms, apply to
WILLIAM M. BAIRD & CO.,
No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS

The andersigned having leased the KENbington Schrw Bot R, begs to 'nform his triende
and the patrons of the Bock that he is prepared with
incressed lachities to accomindate those having vessels
to be taked or repaire', and being a machine ship-carpenter and cataker will give personal attention to the
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raving vessels to repair, a csolicited to call.
Having the agency for the sale of "Wetterstedt's
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preservation of vessels bottoms, for this clay, I am prepared to furnish the same off tayorable terms.

JOHN H HAMMITT,
Kensington Screw Dock.

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DEEP SAND-JOINT HOT-AIR FURNACE.

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CHARLES WILLIAMS, No. 1182 MARKET Street.

THOMPSON'S LONDON KITCHENER. OR EUROPEAN RANGE, for Families, HoOR EUROPEAN RANGE, for Families, HoLes, or Public Institutions, in TWENTY DIFLes, or Public Institutions, the manufacturers.

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Bouquete, Wreaths, Baskets, Pyramids of Cut Flower projected to order at all seasons. 1 23 trps CEORCE PLOWMAN,

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Machine Work and Millwrighting promptly tended to.